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SKI MAGAZINE

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SKI-SCOPE



"It happens with every sport I take up!" said our visitor, with some warmth. "I just get a good start, and then I run into the experts. I think I shall have to give up skiing, though I was beginning to enjoy it. The trouble is that I regard it as a pastime or recreation, and when I have to learn a lot of rules and approved procedures, I cease to enjoy it. I do not propose to make myself miserable in the name of alleged pleasure. I think skiing ought to belong to the common man, not to the experts."

We started to say something in reply, but he ignored us. He said, "I gave up fishing when some self-appointed idiot wanted to make me change the way I cast a fly. I gave up golf when I found that I was expected to learn, and adhere to, a rigid form. All I wanted was to catch a few trout, or knock a ball around."

"The experts have an abominable way of taking what was once a sport and making a vested interest of it. Then it is no longer a sport but a kind of religion, with orthodoxies and heresies and all sorts of intolerance. It's very rough on the ordinary, easy-going fellow. He is subjected to perse-

cution and obloquy — simply for wanting to enjoy himself in his own way!"

No expert ourselves, we began to warm toward this visitor. In spite of his state of sharp annoyance, he seemed basically a kindly man, not one to make demands upon his fellow-men. We felt that he must have been sorely goaded, to make him protest as he was now doing.

The light of a new purpose had begun to appear in his eye while he sat talking to us. "On second thought," he said abruptly, "I don't know that I shall give up skiing! It has just occurred to me that I can strike a blow for liberty by continuing to slide down any slopes I find appealing, in the manner that seems to me best."

"You will perhaps see me skiing in half-wellingtons and wearing a fireman's hat, with my toes confined only by the simplest of straps. I might hitch myself behind a Newfoundland dog, in order to get up the slopes without fatigue. What we need is brighter skiing, freer skiing! Right?"

"Right!" we said. "And be sure to let us know how you make out."

THE PUBLISHER

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Max Carpenter, Manager

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SALT LAKE CITY

LETTERS . . .

Telemark Talk

I agree one hundred per cent with Arnold Lunn's article on the disappearance of the telemark. I learned to ski with the telemark, and although I can do the other turns, none give me the thrill that a perfectly performed telemark does. The only trouble is that whenever I do one I am immediately surrounded by a crowd of spectators, some of whom, I suppose, want to transport me to the local museum. . . .

ROGER GRAY

Philadelphia, Pa.

. . . Back to the Stanley Steamer, wot!

METHUSELAH

Lincoln, Ill.

. . . There's no sense digging in the grave-yard. The telemark is dead for better or worse. I would like to take up Mr. Lunn's challenge, but he only challenged the experts.

GEORGE KESSLER

Saginaw, Mich.



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SKI MAGAZINE, JANUARY 15, 1950

LETTERS . . . (Continued)

No Surprise

Friedl Pfeifer's article in *SKI MAGAZINE*, *U. S. Girls Capable of Surprising the World* is certainly no surprise to me. I raced with and against several of these girls before and just after the war, and know well the superb high spirit they possess. That, combined with their skiing ability and racing ability and experience certainly gives them a better than even chance against their international competitors. I'm really rooting for our gals, not forgetting, of course, the men's team, a member of which I am particularly interested in — my brother. (JIM GRIFFITH — Ed.)

Ski-minded as yours truly is I can't tell you how much I look forward to receiving your magazine in which you invariably mention a few more each issue of ye olde ski gang of pre-war racing days.

Incidentally, if your influence extends to the weather man, order some snow closer to New York this year, Please.

MARY JANE (GRIFFITH) MARIN
 New York

The full weight of SKI MAGAZINE's influence has been brought to bear; a severance of diplomatic relations will be forthcoming if results are not satisfactory. — Ed.

Credit Due

Having read Pepe Casanova's highly-colored picture of the tragedy in Tuckerman's, I am doing something I never do — namely, write a letter to a publication in comment.

If anyone deserves credit for endurance and disregard of personal safety, that person is Arthur Dou-



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Never again will you have to say to your friends, "Hey don't wait for me!" They will gasp with astonishment when they watch you perform like an expert. This new book, *Power Skiing* illustrated by Tyler Micoleau, outstanding teacher and authority on skiing, will have you gliding across the snow with the greatest of ease next time you put on the hickories.

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LETTERS . . . (Continued)

cette, of Jackson, N. H. If, on the following morning, he had not insisted on standing roped on the edge of the crevasse, in a torrent of icy water, with several tons of melting ice barely clinging to the rocks above, the rescue would again have been abandoned. . . . He was soaked to the skin and dangerously cold, but refused to give up, in spite of advice from all present. All credit, also, to Shorty Lang, who was there both days and, with Arthur, finally secured the body.

RINK EARLE
Jackson, N. H.

SKI MAGAZINE is glad to give credit to Shorty Lang and to our correspondent in Jackson, Arthur Doucette. Credit also goes to the author of the article, Mr. Casanova, who made his check payable to the National Ski Patrol. — Ed.

Ottawa Omitted

Strange that your article on Canadian skiing in the Dec. 15 issue did not mention Ottawa, which is the headquarters of the second largest ski club in the world, with a membership of from two to three thousand. The Ottawa Ski Club, a non-profit organization, owns three hundred acres of fine ski terrain in the heart of the Gatineau hills . . . four modern ski lodges with a well-developed network of trails and hills, as well as junior and senior jumps.

Surely Ottawa is worthy of mention in an article which ostensibly deals with Canadian skiing from Quebec City to the Pacific Coast.

Yours truly,
H. L. HEGGTVEIT
Ottawa, Canada

Puns Inc.

Reading your issue of Nov. 1, under Letters, where note is made of fine Scotch Plains' Mt. Euqul mud for skiing, a friend was impelled to observe that a skier injured on such a base would have to be referred to as a Euqul-ailer. This would be harm-onious?

J. MYERS
Port Leyden, N. Y.

SKI MAGAZINE is Scotchd. — Ed.

1950
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Monday, January 30
World Championships 18-Kilometer Cross-Country Race

Tuesday, January 31
World Championships Combined Jumping

Thursday, February 2
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Saturday, February 4
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Sunday, February 5
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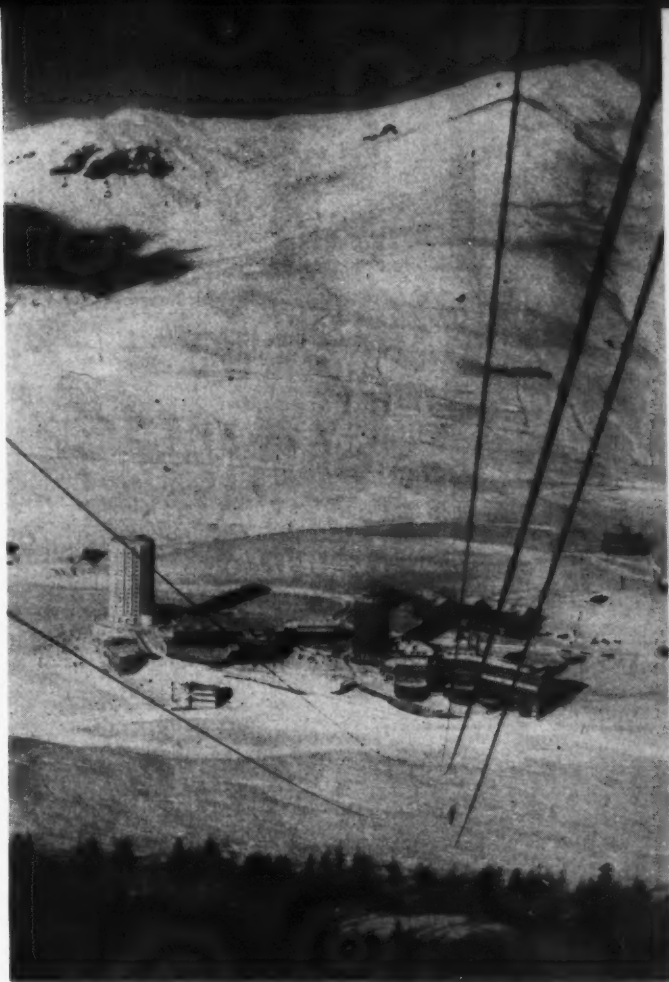
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At the summit of a lofty mountain pass in the Italian Alps sixty miles west of Turin is one of the highest, most modern ski resorts in Europe. No matter how many times they have been there before, skiers and tourists gasp with pleasure when they leave the valley, surmount the last rise, and break out into this new world of sunshine and snow.

Unlike most ski resorts, Sestrieres did not evolve from an ancient town and grow into a resort bit by bit. The pass is an old one, it is true, still bearing traces of the original Roman road that crossed it centuries ago. The present road was laid out by Napoleon for the use of his armies, and to connect the Dauphiné region of France with Northern Italy. Until 1932, however, there was nothing at the summit of the pass except one small refuge and vast unbroken fields of snow.

But if this ski terrain was deserted, its splendors were not unknown. In Turin the skier son of Signor Agnelli spoke of Sestrieres often — so often that in the keen brain of his father the idea of a skier's Sestrieres was born.

Work started on this huge project late in the spring of 1932. First to be built were two tall concrete cylinders which became hotels. These have since been christened the "Twin



Tramway cables rise from the "silos", with Mt. Fraiteve in the background

The "Twin Silos" of SESTRIERES

A First-Hand Report of Italy's Most Modern Resort — By Bil and Kris Dunaway



POWDER ON BANCHETTA

Lower down, trails through the trees

Silos" by ski movieman John Jay.

Inside these towers, each over fifteen stories high, are ramps that wind upward past the rooms, every one on a slightly different level. (To offset any questions, there *are* elevators also!)

The rooms, like those of an ocean liner, are compact, but the magnificent view from the windows gives them a pleasantly airy effect.

A hundred yards from these two a third hotel was built. More conventional in design, this is as modern as the others, but is planned to be even more luxurious.

These three hotels have beds for about 350 people. The rest of the 750 people that Sestrieres can accommodate — a very small number in com-

parison with other European resorts — is handled by the original refuge, now greatly enlarged, and by the chalets and pensions near-by.

Sestrieres is complete in itself, with a compact unit of stores, and a church, all of which were designed with the skier in mind.

From one of the hotels go two aerial tramways, one up Mt. Banchetta, and the other up the Mt. Sise.

Mt. Sise rises steeply from the summit of the pass on the south side, and is almost completely bare of trees. It offers the skier over two thousand vertical feet of fast, steep open slope skiing at its very best.

The upper slopes of Mt. Banchetta are also open, but they are more

(Continued on Page 26)

FIS

Americans will compete with the

Modern U. S. skiing was given its greatest impetus by the 1932 Winter Olympics held at Lake Placid and again, 18 years later, the top-flight skiers of the world, in even greater numbers, are in training at Lake Placid and Aspen, Colorado for what is certain to be the biggest ski program ever staged on the North American continent.

Nearly two hundred of the world's top competitors in downhill, slalom, jumping and cross-country have converged on the two resorts to reach peak form for the FIS (Federation Internationale de Ski) World Championships. This is the first time the events have been held since the war and also the first time the United States has played host to the Games.

The flags of the thirty-two member nations of the FIS will be unfurled January 29 to open the championships at Lake Placid. For six days through February 6 spectators will see the greatest array of ski jumping stars ever assembled in this country,

as well as a determined battle between Norway, Sweden and Finland to gain world honors in cross-country. Other nations will also be represented in the 18 and 50 kilometer (11.18 and 31.06 miles, respectively) as well as the four-man relay of 10 kilometers each, but there is little likelihood of any of the Middle European or American langlaufers finishing in top places in these events.

Norwegians Favored In Jump

In the jumping events, Norway's team, to be selected from the squad consisting of Olympic and U. S. Champion Petter Hugsted, Asbjorn Ruud, George Thrane, Vidar Hansen, Thorbjorn Falkanger and Arfinn Bergmann, is odds-on favorite to retain world honors on the high scaffold, with Joe Perrault, Art Devlin, Art Tokle and "Mezzy" Barber of the U. S. squad striving to keep the Norwegians from taking all of the first four places. Matti Pietikainen of Fin-

land, who finished fourth in the special jump of the 1948 Olympics, will also be a strong contender, along with Fritz Schannen of Switzerland, holder of the world record for the longest jump — 120 meters.

The scene will move to Colorado's rejuvenated ghost town of Aspen for the downhill and slalom events for both men and women February 13-19. Last winter's visiting French team gave many Americans their first opportunity to view the skills of leading European racers and the FIS Games will not only bring France's top stars to this country, but also the equally strong squads of Austria, Italy and Switzerland, and many others.

Most European forecasters don't give U. S. skiers much of a chance of breaking into the top ten in the men's events. However, fortified by last year's competition against the French team, and with the psychological advantage of racing on terrain and snow well-known to them, Toni Matt, George Macomber, Dave Lawrence or one of the other American team members may well upset the visitors.

Girls Face Stiff Competition

In the women's events France's Lucienne Couttet-Schmith is a stand-out favorite, although Italy's fiery Celina Seghi, Austria's Erika Mahringer who finished nearly three seconds ahead of Gretchen Fraser in the Olympic combined slalom or Anneliese Schuh-Proxauf, also of Austria, might emerge the winner. The U. S. girls team is studded with experienced racers like Andy Mead, Rhona Gillis, Dodie Post and Paula Kann who might upset the field.

Aspen has been a beehive of activity for many months preparing for these world events. It will be many years before such an array of ski talent will be assembled in the United States again and anyone looking for the greatest ski thrill of a lifetime should try to make their reservations for Lake Placid and Aspen today.



LACY PHOTO

TRANSPLANTED CANADIAN

Rhona Wurtele Gillis, former Canadian champ now an American, may surprise

World's Best at Lake Placid and Aspen

The chances for a U. S. victory in one of the FIS World Championships is open to plenty of speculation, but it is certain that whatever the outcome, America will field the strongest teams in all events ever to represent the States in an international ski competition.

In a sense U. S. skiers first became a factor to be considered in world competition with the 1948 Olympics and attendant European events when the names of Gretchen Fraser, Andrea Mead, Jack Reddish and Gordy Wren awakened Europe to the fact that skiing had come of age in this country.

Veterans Not Awed

The U. S. squads for the coming Games include many seasoned campaigners to whom the "first night" jitters of big-time competition are a thing of the past. Temperament and morale are big factors in competition and with plenty of veteran skiers to lead a very promising group of youngsters of proven skill, the outlook is the brightest ever.

Zeno Colo of Italy and Henri Oreiller of France are certainly two of the strongest downhillers in the world, yet every American on the team will go into the races with a knowledge that both have been beaten by Americans. Likewise in jumping Gordy Wren knows that he has beaten Asbjorn Ruud, one of Norway's greatest, and that the Norskis have no better chance than our own jumpers. In this event Art Devlin, a native of Lake Placid, knows the Olympic hill where the jumping events will be staged so well that he could probably take it in his sleep. Little factors like this are favorable for the Americans.

Likewise at Aspen our alpine competitors will not be running on strange ground, eating strange food or encountering language difficulties — small considerations perhaps, but in some cases just enough to spell the split second difference between finish-



JOERN GERDTS PHOTO

CAN THE NORWEGIANS BE BEATEN?

Classic Norwegian style, typified by Sverre Kongsgaard, is hard to beat

ing at the top or well down the list.

The U. S. women's squad is studded with a strong group including Andrea Mead of Pico Peak, Vt., who at 18 could lead the field. A consistently strong skier with Olympic experience and present U. S. downhill, slalom and combined champion, Andy should finish at or near the top.

Rhona Wurtele Gillis, former Canadian star now of Whitefish, Montana, was plagued with injuries dur-

ing the Olympics but this year is certain to be a strong contender. Likewise Dodie Post of Reno, who was forced out of the Olympics by a fracture in training, and Paula Kann of North Conway, N. H., can give the best Europeans a real run for honors. Brynhild Grasmoe of Madera, California, also knows her way around in international competition and is said to be in top form. Youngsters Suzy Harris of Salt Lake, Ann Dodge of



ANDREA MEAD

America's ranking champion has chance to upset "dope" and win everything



JOE PERRAULT

He holds U. S. distance mark and will push Norwegians



DODIE POST

Reno's favorite and U. S. Olympic captain may surprise

Pinkham Notch, N. H., Katy Rodolph of Hayden, Colorado, Jannette Burr of Seattle and Mary "Pete" Berg of Pullman, Washington are among the "comers" who may reach their peak in racing form in time to do the trick.

Downhill and Slalom

The men's downhill and slalom squads are packed with strength and the competition to make the team may be nearly as great as placing well in the Games themselves.

Steve Knowlton, who will be racing in his hometown, George Macomber of West Newton, Mass., our present national champion, Dick Movitz of Salt Lake, Jack "Red Dog" Reddish, also of Salt Lake, and Toni Matt of Whitefish, Montana, who was runner-up to Henri Oreiller of France in last year's Harriman Cup races at Sun Valley, outrunning all other members of the French team, have had plenty of experience in European competition.

Other men's downhill and slalom squad members include Gale Spence, Pete Seibert and Jim Griffith of Aspen, Dean Perkins of Ogden, Utah, and Dartmouth undergraduates Dave Lawrence and Brooks Dodge. Both are in the best of condition and Lawrence's victory in the National Giant Slalom Champion-



ART DEVLIN

Now or never

ships last spring prove that he must be reckoned with the best.

Placid Jumping Squad

The special jumping squad for the Lake Placid events includes Olympians Gordy Wren, Steamboat Springs, Col.; Ishpeming, Michigan stars Joe Perrault, who outjumped Norway's world champion Petter Hugsted last winter, and Ralph Bietila, youngest of the famous skiing brothers, and Art Devlin. Other squad members include Crosby Perry-Smith, also a native of Lake Placid; Keith Wegeman, Steamboat Springs,



NORWEGIAN DOWNHILL AND SLALOM TEAM

Borghild Niskin, Bjarne Arentz, Marius Eriksen, Jack Nilsen, Stein Eriksen and Guttorm Berge



PAULA KANN
Experience could win



DON JOHNSON
A 'comer for the combined



BRYNHILD GRASMOEN
In "top shape" for win

Col.; Wilmer Hampton, Leavenworth, Wash.; Eugene Wilson, Coleraine, Minn.; Billy Olson, Eau Claire, Wis.; George Pera, Iron Mountain, Mich.; Merrill "Mezzy" Barber, Brattleboro, Vt.; Wilbert Rasmussen, Ishpeming and Art Tokle of New York City and brother of the great Torger who was killed during the war.

"Prospects Are Excellent"

American squad members for the combined jumping and 18-kilometer cross-country event include present national champion Ralph Townsend and Lloyd Hawkenson of Durham, N. H.; Silas Dunklee, Henniker, N. H.; Allison Merrill, Lebanon, N. H.; Robert Wright, Canton, N. Y.; Buster Campbell, Seattle; Don Johnson, Sun Valley; Jack Pauly, Minneapolis, and Perry-Smith and Wren.

U. S. langlaufers to be selected for the 50-kilometer race include Roland

Chivers, Boulder, Col.; John Burton, Wayzata, Minn.; Bob Johnson, Pullman, Wash.; Paul Townsend, Durham, N. H.; Wendall Broomhall, Rumford, Maine and Olavi Alakulppi, Gorham, N. H.

The women skiers are being coached by Friedl Pfeifer and the men's downhill and slalom squads by Barney McLean, while the jumpers and cross-country runners are being directed by Harald Sorenson and Birger Torrisen, respectively.

Barney McLean says: "The prospects are excellent."

Friedl Pfeifer says: "I regard our Ladies' Team of 1950 as a first class group of competitors of international calibre."

Harald Sorensen says: "... They are all determined to place higher than the American jinx of fifth place. With good breaks and luck, it surely can be done."

Out on a Limb . . .

Pick the winners! The world's best skiers will be at Lake Placid and Aspen and SKI Magazine goes out on the proverbial limb with a prediction that the following competitors will emerge as the world's best:

Men's downhill, slalom and giant slalom: Oreiller, Colo, Nogler, Couttet, Matt, Pazzi, Schopf and Schneider.

Women's downhill, slalom and giant slalom: Couttet-Schmith, Seghi, A. Schuh-Proxauf, Mead and Mahringer.

Men's jumping: Hugsted, Thrane, Devlin, Pietkainen and Schanen.

The training program will take its toll and "breaks" may unearth a new champion. In any case, may the best man (or woman) win.



GORDY WREN
America's best Olympic jumper may do it again



GEORGE MACOMBER
Ranking U. S. champ could upset Europe's best



TONI MATT
Is France's Oreiller too fast for the Arlberg specialist?

TWO OF A KIND...

McLean of U. S.—Couttet of France

Ski folks out Colorado way consider Barney McLean their leading ski citizen. To them he's not only about the best skier anywhere, but also the grandest guy in the whole sports world. They take every honor and every title that comes his way as a personal tribute.

One of the many reasons for his great popularity is that, like Will Rogers, he "never met a man he didn't like."

He's loyal to his sport, and it would be impossible to measure the help he has given to American skiing. It would likewise be impossible to measure the respect he has gained us in the eyes of skiers from other countries when he captained the U. S. Olympic team in 1948, and when he went to Argentina with Jack Reddish last year to represent the U. S. in the Argentine championships.

He was born in Lander, Wyoming, in 1917, and began his skiing-career at the age of five in Hot Sulphur Springs, Colo. The Springs kids in those days learned how to jump, but learned nothing of snowplows or christies. So his first title was won on a jumping hill when he took first place in the 1930 U. S. Western Boys Jumping Championships.

Barney wore his first pair of downhill skis in 1937. That same year he won the Berthoud Giant Slalom, and from then on successes flowed.

There follows a list of titles that would make your head swim! He reached the very peak of his career in 1942 when he won almost every title in U. S. skiing: the Harriman Cup Downhill and Combined, the National Amateur Downhill, Slalom and Combined and many others. As a climax to this memorable year he set the record on the Diamond Sun Course at Sun Valley. This record has never been broken.

It was also in 1942 that Barney enlisted in the Army Air Force. He attained the rank of corporal as an Arctic Search and Rescue instructor. He was stationed in Edmonton, Canada, when the Alta Cup was held in 1945, and a special plane flew him and Dick Movitz to the races. Of

course Barney won the cup easily.

In February 1947 he severely injured his right leg and his back at Aspen. He says he has never skied the same since. But the records belie his words, for in the same year he won the Harriman Cup Slalom against the visiting Swiss team, and in 1948 was chosen captain of the U. S. Olympic team.

This list of titles could go on and on, but Barney's importance this year is as a coach. And if he does as well teaching as he has racing, the men's downhill and slalom teams for the FIS should have nothing to fear. As a man who really knows his business Barney enjoys the confidence of the whole team.



MCLEAN OF U. S.

When asked about probable FIS results, he replied that "The prospects are excellent."

We all know how easy it is to make new friends on the ski slopes, and Barney feels that with the right approach to the problem, the coming FIS events will lead to the formation of many friendships between sportsmen of different countries.

W. S.



COUTTET OF FRANCE

In 1938, when he was sixteen, James Couttet won his first World Championship. Since then, he has won most of the major European races and has become one of the most famous skiers in the world. Among other titles, he has been three times champion of France in slalom, three times in downhill, and twice in the combined. He found time to train at jumping, and won the French national jumping title seven different times.

For the last three years he has been not only captain of the French team, but trainer and coach, as well. He de-

serves much of the credit for the success of the team during those years.

James Couttet was born on a farm in the Chamonix valley. His father, a popular mountain-guide, was one of the first in that region to use skis, and his sons grew up skiing in the winter and mountain-climbing in the summer. The war, and the German occupation, put a stop to ski-racing, but not to mountaineering. In fact, the men of the resistance, of whom Couttet was one, spent more time than ever in the high mountains.

When things returned to normal, after the war, James Couttet took the prescribed examination and became a full-fledged guide. In the same year — 1946 — he was married, and opened his sports store in the town of Chamonix.

Physically, Couttet is a small man — five feet, six inches in height and about one hundred and fifty pounds in weight. As might be expected, his coordination and balance are excellent, and he is much stronger than his size would suggest.

This year, while remaining as captain, he resigned as trainer and coach of the French team, in order to give more time to getting into top condition, himself. Eleven years after his first World Championship, he has his eyes on another.

B. D.



THEY CALL IT

The World's First Ski Club!

BY NORMAN BARTLETT

Most people associate Australia with sunshine and surfing, but a former gold-digger claims the world's first and oldest ski club for the land "down under".

He is William Patrick, 55-year-old postmaster at Kiandra in the Australian Alps, the highest (4,606 ft.) and coldest township in Australia.

Born at Kiandra in 1894, Bill Patrick "knocked about" Australia as a young man before settling down to married life in his home town. His father was a miner, and Bill skied as soon as he could walk.

Ever since that time, Bill Patrick has been considered Australia's best all-round skier. He claims that he could count his falls on his fingers, and that he has had none in the past nineteen years.

Not content with being a skier, he has been Kiandra's postmaster for ten years, and runs a few cattle as a sideline.

When the original Kiandra Snow Shoe Club was established is hard to fix. There were prospectors in the area in 1858 and 1859. The "rush" oc-

curred in January, 1860, and, by the end of March, there were five thousand people in the field.

Some accounts say that Norwegians, who came to Australia from the Californian goldfields, introduced "snow shoes" during the first winter's snows. Reliable accounts fix the birth of the present Kiandra Club at about 1870, although others maintain that organized competitions were held much earlier.

Certainly Australian competitive skiing was well established when organized snow sports began in Europe. According to the *Encyclopedia Britannica*, skiing as a sport began in Norway "about 1860".

The first non-Norwegian ski clubs were formed in Germany in 1890, Switzerland, 1893, and France, 1896.

Meanwhile, gold diggers in the Australian Alps were using skis for everyday winter locomotion and holding sporting contests on them in their spare time.

The first Australian skis were much broader than the Norwegian ones, being five inches wide in the toe and

tapering to four inches in the heel. The Kiandra ski-makers used mountain ash or spotted gum, and developed their own waxes from resin, beeswax, sperm candles and vaseline.

Kiandra is now a snow sports town, with its biggest winter population at the Chalet. Bill Patrick, his wife and most of his nine children are the only year-round permanent inhabitants. In summer sheep men and cattlemen, with their families, live in the dozen or so stone and wooden huts which cluster around the Post Office and the Chalet.

Although Mt. Kosciusko has become the biggest and most popular center for skiing in New South Wales, Kiandra has a faithful following. With growing national and international interest in Australia's extensive snow fields — they are bigger than Switzerland's and provide rounded slopes without chasms or glaciers — Kiandra has an assured future.

The early miners would no doubt be amazed to see the thriving town they built now depending upon a spare-time sport for its existence.

THE TELEMAR—“*passé*,” says Thorner; a

Ski school head, ski lodge owner and operator and motion picture director are a few of the accomplishments of Hans Thorner, whose answer to Arnold Lunn's article in the December 15 issue, is presented below.

Mr. Arnold Lunn, internationally famous skiing author, has emptied a couple of fountain pens in his dashing, Vorlage-like style, the result of which Ski open-mindedly proceeded to print. His primary concern seems to be the supposedly premature beheading of the telemark by the Arlbergers. In toto he infers that Hannes Schneider is the culprit and is wanted for the murder of the telemark.

By the way, some of the younger readers from Kalamazoo might conceivably wonder who or what a telemark is.

“Doctor, I have a lady in the balcony!”

“No, very sorry, Madam, a telemark is not a Paleozoic reptile.”

The telemark, when correctly performed, is a beautiful and graceful turn. It may be steered for long radius turns, or jerked (yanked) for short radius turns. Very dandy in powder snow and murder on rough or icy going! Not a bad maneuver, if you're loaded down with a fifty-pound milk can and don't want to bring home butter! (End of lesson.)

To return to the untimely (according to Mr. Lunn) demise of the telemark, Mr. Lunn issues the following challenge:

“The challenge is open, and the Editor of this paper with its pleasant controversial tradition might provide me with a chance to debate the telemark in his columns, provided and provided only that he can get anybody to accept my challenge.”

Now personally I would feel flattered to participate with the eminent author in a *duelle des plumes*, for he swings a wicked pen, but it is a well established fact that such debates on paper lead absolutely nowhere. This, therefore, represents merely a partial analysis of the distinguished author's article, for the sake of skiing in general, and, if I dare hope, for the amusement of the reader.

Let's roll along and consider the contents, paragraph by paragraph. Being considerably younger then than I am now, I do not remember that the Arlberg School “created a sensation by abolishing the telemark.” The fact that somewhere along the path of the Arlberg School's rise to fame, Hannes Schneider eliminated the telemark did not produce as great a splash as Mr. Lunn would like us to believe.

Mr. Lunn further states: “*The historical origin of the bias against the telemark is to be traced to the fact that Hannes Schneider, my old friend, shoved his feet so far into the toe-irons that he could not telemark with any comfort.*”

I feel sure that Hannes, in his prime, knew how to mount a couple of toe-irons. If he didn't, one of his assistants certainly would have been able to remedy the matter. Besides, if Hannes continued with this faulty rig, as it is implied he did, his snowplow and stem-turn must have suffered likewise.

A Pure And Simple Toy

Personally I have nothing against the telemark; we have never been cross with each other. About once or twice each season I attempt to make a couple of them, just for the fun of it. But the telemark as a turn is as passé as the tricycle as a means of locomotion. And like the tricycle, the telemark today is a pure and simple toy—not necessary, but fun to play with.

James Palmer-Tomkinson, Britain's international competitor, bewails the decline in straight-running and the general decadence of skiing. Mr. Lunn quotes him as saying: “*I can't rid myself of the feeling that an attempt (possibly subconscious) is being made to make our skiing into a nice gentle sport for the masses; to draw the tiger's teeth, so to speak. It is, after all, in a mass-produced and physically easy age, one of the few remaining sports that still demands and develops man's more attractive qualities.*”

To this I must stick a seal skin in my mouth and respond in my best Oxford-Swiss accent: “I say, old

chap, that statement is quite assinine. Yes, indeed—quite! Not exactly what I should expect from a fellow whose ‘attractive qualities’ should be more fully developed! Jolly rot, I'd say! Rather!”

When Mr. Lunn speaks of mountaineering, then I can partly agree with him. Ski mountaineering means Alpine touring; it means miles of untracked snow and wallowing in powder. It does require a soft ski with a broad shovel, but it doesn't mean that I can't use a soft ski with a broad shovel on hard-packed hills and trails. I can! He who knows his skiing will have the proper equipment for the proper occasion, for any craftsman is only as good as his tools.

All of this should prevent no one from telemarking all he cares to whenever the occasion and the snow permits. There is no law against the telemark, and I wish Mr. Lunn many happy telemarking years. But let no one forget that it is the easy skiing of the packed slope, the uphill heave of the ski lift, and the power of promotion that has brought skiing so far in so few years.

Meanwhile, happy telemarking to all and sundry!

Fred Iselin has also written a reply to Arnold Lunn's claim that skiing is on the downhill. Iselin is co-director of the Aspen ski school with Friedl Pfeifer, add author of several books on skiing.

I read Mr. Lunn's article with the greatest interest. I was surprised at the viewpoint he is taking on skiing in 1950. But I was more than surprised that Mr. Arnold Lunn, after all he has done for the sport of skiing, should consider the resurrection of the telemark!

There may be those in the American ski public who are not completely familiar with the great promotional work Mr. Lunn has done for skiing. In my opinion, it was he who originated and organized ski racing. It was he who promoted the ski tourist trade to the Swiss Alps and made of the Bernese Oberland a colony of the British Empire. Mr. Lunn, with the

a "typical leg-twister," says Iselin

help of the spirit of sport in the British guests, made skiing what it is today. For much of this modern skiing, as he calls it, much of this snobbery in methods and techniques, he is responsible.

And now, Mr. Lunn, you have suddenly discovered that skiing has developed into something you never dared dream of! Something that has been carried away by uncontrollable masses of people who are anxious to get their money's worth out of their lift tickets over their short week-end — masses who pack the fresh, light Friday snowfall into a hard, bumpy Saturday nightmare. I agree with you. But can we change it?

I remember well the days when my father, Christoph Iselin the ski pioneer, used to take me skiing with him. I still was a small boy but my father insisted that we take our walks only on skis, preferably along the edges of a mountain creek. To look at

fish! Or perhaps he pointed out a heavy snowed-under pine tree. We looked at thousands of rabbit tracks! Sometimes we followed these tracks for hours, and usually got lost during these "hunts." For our downhill experiences we chose golfcourse-like gentle downhill slopes, using the poles between our legs to break our speed as we descended. But sometimes — we made telemarks, feeling great and elegant!

The Black Sheep Of Skiing

In the 1920's or so, skiing was still on the Telemark side, and remained so until Hannes Schneider started a regular, systematic school for the instruction of skiing.

This class method of teaching skiing was based on the World War I experiences Schneider had gathered together during his training and supervising thousands of Alpine Troops.

The telemark was abolished during this period. Not because it was such a beautiful turn, but, I presume, because it was a turn contrary to the whole system and method of ski teaching of the day. The telemark is the black sheep of skiing. It resembles nothing ski school methods are emphasizing, except that it looks good. The telemark is a turn by itself; a turn which does not fit into any of today's logical step-by-step methods.

I should like to point out also that the telemark is a typical "leg twister," and I might add, one that invites injuries. I would also go so far as to say that if all skiers today were to use telemarks, the accident rate would immediately increase. It would rise to a point where not even Lloyd's of London would insure a skier.

In spite of the fact that in the heyday of the telemark there were relatively few skiers, the injuries were considerably more complicated than they are today. A telemark fracture usually was a break of the upper part of the thigh, a spiral break, a compound fracture or at best, a very severe sprain. According to records of the Aspen Ski Patrol System, during the 1948-49 season, the ski accident rate for 21,000 skiers at Aspen was only one-fifth of one percent. Out of this incredibly low accident rate, which included minor injuries, such as poking a ski pole in the behind, there was not one complicated break!

Telemark Too Specialized

If the telemark were such a favorable turn to include in ski school instruction, we would not hesitate to do so, since we are at the present time at least, free to include any technical advantages to achieve progress, without increasing the accident rate.

It may be that the particular teacher to whom you referred in your article, as having been restrained by a committee from developing a ski method in accordance with his own ideas, should have been given a chance. Possibly he had an excellent idea. Who knows? I believe firmly that a monopoly of ski techniques would be the greatest drawback to progress!



PHOTO E. H. HULL, *Ski Tracks*, P. OLTON

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KRUENHAUSEN, ST. ANTON, AUSTRIA

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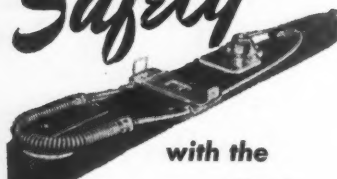
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Broken Leg?

Bill Parrish, who has written this article especially for *SKI MAGAZINE*, is known to most Eastern skiers as the genial host at "Johnny Seesaw's," a comfortable inn near Big Bromley and Manchester, Vt. A veteran skier, and also a good one, Bill is convinced that the use of safety bindings will reduce the number of ski accidents. The opinions expressed in this article are his own, and the editors present them as one side of a controversial issue. Readers' opinions on this important subject will be most welcome.

WHY in the name of Ulla so many people break or sprain legs and ankles when most such injuries are avoidable by use of safety bindings, I don't know, except that these bindings are comparatively new and are not generally understood or sold, particularly in the East. One Northwest manufacturer reports that over 20,000 pairs of his safety bindings are in use and that about one third of his binding sales this year will be of this type.

In almost daily skiing, my own Hvam "Saf-Ski" bindings have never released except in a bad spill when I was mighty glad they did. They have released only five times in the entire



Safety Bindings may be the Answer!

period. They certainly saved me from getting a badly broken leg once, and probably a twisted knee on two other occasions.

Because of this experience, I am convinced that any recreational skier, from beginner to expert, who uses the old style "bear traps" to weld him to his skis ought to have his head examined! Why take chances when good and proven safety bindings are available? The Hvam *Saf-Ski* binding also offers a distinct improvement in "feel" and control of the skis in addition to its safety feature, because it holds the toe down tight to the ski.

There are several such bindings on the market and most of them have merit. The only two I know much about are the *Hjalmar Hvam Saf-Ski* and the *Anderson & Thompson Safety Binding*. Both work on somewhat the same principle, and both are effective. This report is necessarily limited to these two makes.

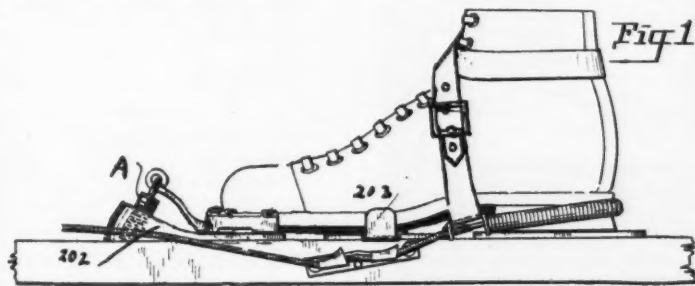
HOW YOU GET HURT

The cause of 90% of the breaks and sprains in ski accidents is the tremendous twisting leverage applied against the leg and ankle by the ski. This twist occurs when the ski shovel

strikes a snag — or a sitzmark frozen into the trail — or catches in heavy, wet snow or under a crust — particularly when the ski is in a slightly stemmed position.

The ski stops, but the skier's momentum carries him forward, so that his ski is turned under him as he falls, exerting a bone-breaking twist unless a device such as the safety binding lets the boot out, or unless the ski breaks. Something has got to give. Most novices and intermediates "check" a great deal in a snowplow or stem position, constantly exposing themselves to the danger of a caught ski-shovel; they need safety bindings more than anyone else.

There will be from five to twenty-five injuries from sprains to broken bones every single busy weekend even on a well-groomed and maintained major area, with a toll of perhaps 150 people hurt badly enough to require a toboggan. Of these injuries, fully 90% happen to novice or intermediate skiers. I am convinced that good safety bindings would prevent the vast majority of them, having been on the spot to help haul a good many out.



The Hvam "Saf-Ski"

For **REAL** SKIING Enjoyment Use the Amazing New **TAVI Automatic BINDINGS**

Selected for safety by authorities. Attested by skiers, experts and novices alike as simplest to use, most efficient. Chosen by War Dept. for shipment overseas.

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No kneeling, no struggling. One punch with pole and boot is attached at all points. Heel held down hard and rigid for downhill running, with instant change to flexible-tension free heel for level skiing.

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Uses heel cable as safety valve to release boot in dangerous spills.

No hooks on sides of skis — No gadgets attached to boots — No endless "adjustments".

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WORKING PRINCIPLES

How and why these bindings work is not generally understood; nor is it well explained by the manufacturers in their mounting directions. Note the accompanying illustration of the *Saf-Ski*. (The Anderson & Thompson model is similar.) It is divided in four parts:

Part 1. — Standard Cable Assembly with front throw and low hitch brackets. There is no need to replace your present cables. Simply throw away those "bear trap" toe irons!

Part 2. — The Crossbar (Fig. 203). This is absolutely essential to effect the most positive release. Efficiency of the binding is reduced by a third by omission of the crossbar. All novice to intermediate skiers should use it.

Part 3. — Base Plate and Pivot (Fig. A-202). In the Hvam *Saf-Ski* this part consists of a forked bracket mounted on a pivot-post, which replaces the toe-iron. The forked bracket fits into a metal clip screwed onto toe of the boot — much like a sole protector. The fork fits into two slots in the front of boot clip, about one-quarter-inch deep, and it will release three ways: a horizontal twist to either side; an upward pull at the toe; or a twisting pull upward.

In the Anderson & Thompson model, a roller with concave surface



ANDERSON AND THOMPSON MODEL
"Easier to get into"

replaces the Hvam post and bracket. The roller fits into a notch in the toe-clip. This binding will release one way: in a horizontal twist to either side, which is the most important. It will

not release on straight upward pull at toe.

The Anderson & Thompson roller is easier to get into; the Hvam *Saf-Ski* fork holds toe down tighter. Either type is effective. Buy whichever you can get.

OPERATION

When the ski starts to twist the boot and leg in a spill, the cable heel-spring will stretch slightly and heel of boot will be forced to one side of the ski. This movement applies pressure to the lip on the crossbar (part 2). It serves as the fulcrum point to exert the leverage necessary to rotate the front pivot (Part 3) and release the boot before leg injury is possible. Voila! Your binding has earned its keep, and you will ski with renewed confidence that you won't get hurt.

Part 4 — The Arlberg Strap is necessary to keep the ski from running away after release. It also provides added ankle support; it is attached to the cables and wrapped around ankle as illustrated. Only experts should substitute the Swiss racing wrap.

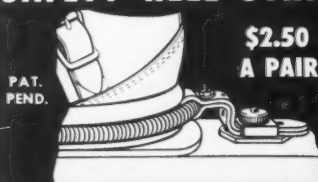
PROPER ADJUSTMENT

A. The Cable must be tight. A loose cable will permit premature release. The bindings are designed to release under pressure in spite of a tight cable. Let me repeat: in three winters of steady use, I have never lost a ski except in a bad spill.

B. The Crossbar should be placed under widest point of boot and fastened to ski with only one screw so that it too can revolve. The lip on either side should be fitted close to boot.

C. Low Hitch Guides. Location of these is very important. If set too far back toward the boot heel, they will tend to offset the safety feature of the binding.

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**PROTECTS AGAINST INJURY
BY RELEASING
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"Saf-Ski" binding including cables	\$8.95
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Easy to install • Clear instructions included

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Send check with order No C.O.D.'s please

CORRECT INSTALLATION

Intermediate and advanced skiers. Measure with cable pulled up tight on heel. For a large boot there should be at least 1½ inches of cable between rear hook of the low hitch bracket and the point at which cable enters the



JANSEN OLYMPIC MODEL
Favored in the Mid-West

heelspring. For small boots—and lighter skiers—this measurement should be at least two inches.

Novices and beginners. The rear hook of the low hitch bracket should be located only slightly behind crossbar for maximum safety leverage. The further forward these brackets are in relation to the crossbar, the more readily will the binding release in a twist.

Racers and expert skiers. Where extreme down-pull is desired, with some sacrifice of safety, a Swiss racing wrap or "short thong" attaching to the ski itself is used without the crossbar. This reduces chance of release in a spill by about a third. Advantage of front swivel and firm pressure on toe of boot is retained. Result is excellent control and fair insurance against a "spiral" fracture.

These bindings are not foolproof. You must understand them and keep them properly adjusted. Principal fault is that they won't stay on with down-pull released, and they are not good for extended climbing or touring. And it takes a little longer to put on your skis than with a conventional binding.

Safety bindings are still new. Very few ski shops understand them or realize how much they can mean to skiers and to the sport. Some will tell you the bindings are "no good," par-

ticularly if the shop doesn't stock them. Few expert skiers or instructors have bothered to look into them; after all, they don't need them as much as most of us do! Some are prejudiced against them without trial because they fear premature release, which will not happen if cables are tight.

Don't take "no good" for an answer. Safety bindings work and work well. They are the most important development in ski equipment since the introduction of the cable. They may save you six weeks in a cast, or several months in a hospital, and a great deal of pain, trouble and expense. No one will claim they are 100% effective. But they will save three out of four sprains or breaks resulting from a twisting ski, and three-to-one are mighty good odds!

Yours for safer skiing and greater confidence.

(Signed) BILL PARRISH

The following people have given their opinions for quotation:

Erling Strom, Stowe, Vt.: "I mounted my first set of Hvam Saf-Ski bindings many years ago. All told, I have twisted out of the bindings on six occasions, and am positively certain that my leg was saved at least three of these times. I believe that if the binding became generally used, it would eliminate 75% of all ski accidents, and I do not permit my family to use anything else."

Sverre Engen, Manager, Rustler Lodge, Alta, Utah: "Countless friends of mine, many of them internationally famous in the ski world, use the Hjalmar Hvam Safety Binding. Hvam pioneered safety bindings and his constant improvements over his first model have kept Saf-Ski at the top, in my opinion."

Fred Pabst, Big Bromley, Manchester, Vt.: "The best idea yet—particularly for novice and intermediate skiers."

Carroll Reed, North Conway, N. H.: "I am very glad to be quoted as endorsing what you say in your article."

Visiting Jumpers To Tour Country

Many of the world's best jumpers will be displaying their skill all over the country this winter. Of course, the main jumping event of the season is the FIS meet at Lake Placid early in February, when the world championship is decided.

However, both before and after this event the high-fliers will tour the country.

A stop for many will be the 63rd annual Ishpeming (Michigan) Ski Club tournament on Suicide hill, Feb. 1950. Norwegian, Finnish and Swedish ski jumpers have been invited to participate, the invitations having been sent in the languages of the three countries.

Ishpeming officials hope that Matti Pietikainen, Finland's leading jumper who competed there last February, will compete with many other Scandinavian aces.

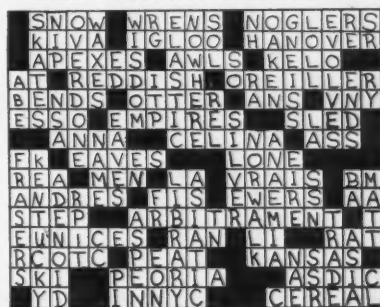
Salisbury, Conn., will also see many of the world's best soarers. Although designed for jumps of sixty meters, there is every indication this mark will be bettered on January 8 when a top-ranking international field will be on hand to limber up for the FIS world championships at Lake Placid.

The new Salisbury jump is the biggest hill in the vicinity of the large metropolitan centers and represents the progress of over twenty years of ski jumping at Salisbury.

Last year at Salisbury Art Devlin was hard-pressed to beat the smooth style of Brattleboro's Mezzie Barber and two visiting Swedish Olympic jumpers.

In winning the 1949 Connecticut State Championship Devlin cracked the fifteen-year-old hill record set by Reider Anderson, but it is a foregone conclusion that the old mark will be shattered on January 8.

Solution to Crossword Puzzle In Dec. 15 Issue



YES WE HAVE THEM! The ANDERSON & THOMPSON and the HVAM SAF-SKI SAFETY SKI BINDINGS

COMPLETE KITS \$8.95

A & T or Hvam release bindings complete with micro-matic cable assembly.

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May be used in conjunction with these safety bindings, safety release model.

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It's Any-

Canton, N. Y. — Another strong collegiate ski team has accepted St. Lawrence University's invitation to participate in the 15th annual S.L.U. Winter Carnival Feb. 9, 10, and 11 at the South Colton Snow Bowl. The capable McGill university team of Montreal notified the Larries yesterday of its decision to appear in the top-flight competition. The Canadian squad is the fifth to accept a bid. Already, Dartmouth, Middlebury, New Hampshire, and Syracuse have agreed to attend, and the University of Maine is trying to fit the carnival meet into its schedule.

Senior Division Teams

Eight squads are to compete under present plans, and the majority of these will be senior division teams, with a few crack junior division clubs. This improvement in competition is a long step over previous years, when only junior bracket teams were here.

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North Side Chair Lift)

Mont Tremblant Lodge, P. Q., Canada

American Plan Rate \$7.20-\$8.10
(U. S. Funds)

body's Race in the Inter-Collegiates

The best collegiate skiers in the East will be at St. Lawrence Feb. 9-11.

Meanwhile, preparations and planning continue. Coach Otto Schniebs' able Scarlet skiers, the senior division hosts, are conditioning daily, ready to take to the boards when sufficient snow is on the ground at the South Colton Snow Bowl.

Strong Dartmouth Team

Coach Walter Prager has high hopes for the Dartmouth ski team this year. Despite the loss through graduation of Wilbur Bull, Griff Lumbard and Sandy Treat, the Big Green is looking forward to what it hopes will be one of the best seasons since the war.

Brooks Dodge and Dave Lawrence will be absent during the first part of the season in order to compete in the World Championships at Aspen in February. However, headed by Captain Tor Arneberg and lettermen "Red" Austin, Wes Blake, "Pat"

Brewster, John Caldwell, Al Karcher, Ed Post and Colin Stewart, the Indians will be a hard team to beat.

A less cheerful outlook faces Ed Blood, coach of the University of New Hampshire ski team. Ralph Townsend, last year's classic combined national champion, and cross-country ace Si Dunklee were lost through graduation. Dunklee lost only one race last year in the cross-country event, and that was to team-mate Townsend.

Serious Loss

The loss of these experienced skiers leaves a gloomy outlook for the Wildcats, but with Captain Sheldon Varney, of Rochester, Jim Bailey, Ed Cole, and Bill Mellett as returning lettermen, Blood's men won't be left at the starting gate.

Coach Buster Campbell of the University of Washington ski team expects to field three teams this winter

— a seven-man varsity, a seven-man B group, and a seven-man freshman team.

Husky Aces

Among the Husky veterans who will be on hand for the tryouts are Alan Fischer, Northern Division cross-country champion, Bill Talbott and Gustav Raaum, the Norwegian jumping star.

The first meet for the Huskies will be Jan. 6-8, when they will compete in the International Collegiate Invitational championships at Rossland, B. C., Canada.

Split Rock Lodge's Big Boulder Ski Area, in Pennsylvania's Poconos, has a new novice-intermediate trail and a new 15-metre ski jump. This year-round sports resort is owned by Lehigh Coal and Navigation Company.



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School—where Fritz Loosli teaches the
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★ Send for Free Booklet — "How to Ski"

Snow Bunny Town, Cal.

BY DAN WOODWARD

In winter, tiny Big Bear Lake, high in the San Bernardino mountains, comes alive with Los Angeleans, streaming up over State Route 18. More carloads arrive by the only other route of entry, the steep grade rising from the Mojave Desert and U. S. Route 66, to the north.

The factor that most distinguishes Big Bear Lake from any other ski center is that almost everyone there is a beginner. There are no slopes long enough and tough enough to excite the advanced or expert skier. Besides, skiing as a popular pastime is still brand-new in Southern California, and there just are not very many experienced skiers. But in Big Bear Lake the air is full of skiing language, the people are dressed in colorful ski costumes, and, above all, there is no measuring the crowd's enthusiasm.

Everyone uses the tows; the slopes which do not have tows are untouched. The majority of the people must cram their skiing into a few short week-end hours, and do not feel that they can waste time climbing. Los Angeles is more than one hundred miles away, and the mountain grade ices up and is dangerous from late afternoon on, which recommends an early mass-withdrawal on Sunday afternoons.

The temperature during the day is usually above freezing. Powder snow does fall frequently at night, but it never lasts beyond mid-morning of the following day.

The prevailing slope condition is

granular. This makes for fast skiing, which is unfortunate, since almost nobody wants to go fast. The warmth, and a certain amount of Hollywood propaganda, tempt a number of people to ski in scanty costumes. The first fall in granular snow invariably puts an end to such practices, and more suitable clothing goes on over scraped and raw limbs.

There is a comfortable, small hotel, but most of the crowd make camp in the countless overnight cabins. Ski shops are amply stocked, and do an enormous business. So do the filling-stations, for many Southern Californians are not familiar with anti-freeze, and find out about it the morning after a cold night.

Most of the crowd are quite at home in Big Bear Lake, but those who feel that they are ready to graduate to something bigger look longingly at the higher peaks, which have beautiful, open slopes, but, unfortunately, no tows. One such mountain is San Geronio, which rises to 11,485 feet, immediately south of Big Bear. Skiers would like to equip it with lodges and lifts, but conservationists are determined to keep it in its primitive state.

Big Bear Lake is the most significant milestone in the development of skiing in Southern California. Its enthusiastic horde will move on gradually to claim the bigger and better slopes, but thousands of newcomers each year will make their first sitz-marks on the ramparts of the snow bunny town.

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EUROPEAN REPORT

New Garb Is Tested

For most European skiers, the season starts about the 15th of December. At Val d'Isère, on Saturday, Dec. 4th Henri ("Tex") Oreiller was trying out a new ski-suit designed by, and named for, Madame James Couttet. As it is one-piece, no snow can creep down into the waist-band even after a spill in deep powder. Another good feature is that the pants, cut like ordinary downhill pants, fit over the outside of the boot and buckle under the sole. This keeps the snow out of the boot-top and prevents the bottom of the pants from hurting the ankle-bone.

The Macdonald twins, Bruce and Don, from Tacoma, Wash., and Sun Valley, Idaho, recently received their diplomas from the French National Ski School for Instructors. They graduated from the School last February, and are the only two foreigners ever to graduate and receive diplomas as certified French ski teachers.

The twins, who know the French method as well as anyone and who are enthusiastic in its praise, left the 3rd of Dec. for St. Anton in Austria, to train for the coming season with the Austrian national team under the guidance of Tony Seelos. They plan to race in Europe this season as members of an unofficial U. S. team.

[Authors of this column, Bil and Kris Dunaway, are also on the unofficial U. S. team, but are too modest to say so. — Ed. NOTE.]

Over here as well as in the States there has been a considerable controversy over the respective merits of the French long-thong binding and the ordinary cable binding. Most French skiers use the long-thong, a binding that holds the foot in the toe-iron by the use of a long leather strap passed through a hole in the ski under the boot and wrapped around the foot.

Most Swiss skiers, on the other hand, use the more conventional cable-type binding, plus a strap or two passed around the foot for good measure. We have noticed that one or two members of the French national team are now using cables and that two or three members of the Swiss team are using the French thongs. Everyone tries to do his bit for international harmony.

SKI MAGAZINE, JANUARY 15, 1950

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The **LOW SUPER** SKI BOOT

Fits like a Glove



Radically new design in a boot that sets radically new standards of fit, comfort and security.

A flexible foot-hugging complete inner shoe snugs around heel, ankle and instep in this rugged top quality product of the finest Swiss craftsmen.

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Jewel **NYLON** **Ski-Boot**
SHOE LACES



Made To Serve Better - Longer

LOOK for this
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favorite ski shop.

- ★ SUPER STRONG
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- ★ FLEXIBLE
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- Doesn't stiffen in snow

RHODE ISLAND TEXTILE CO.
PAWTUCKET, R. I.

Also made in waxed cotton



This new, colorful folder, "Vermont, a Winter Wonderland" pictures the delights of the Green Mountains in winter, describes over 50 Ski Operations, all modernized with the finest of lifts, tows, practice slopes, ski schools. Superb hospitality in hotels and lodges "built for winter". More hours on the slopes because Vermont is so near. Get the folder . . . then come and see.

VERMONT DEVELOPMENT COMMISSION

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Vermont
A WINTER WONDERLAND

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FREE FOLDER—WRITE BOX 5M

BRATTLEBORO VERMONT

"Twin Silos"...

(Continued from Page 5)

gentle than those of Mt. Sise. Half-way down, the skier enters the forest, and has the opportunity of testing his ability on one of the many wide trails through the trees.

The third aerial tramway takes the skier to the summit of Mt. Fraiteve, from where, at an altitude of about nine thousand feet, he can see both France and Switzerland on a clear day.

Mt. Fraiteve offers the skier unlimited runs. He can descend by any one of a number of runs to Sestrieres, or he can enjoy countless miles of unsurpassed downhill running to Ulzio, where he will take a forty-minute bus ride back to the hotels.

Yet Sestrieres isn't only a paradise for downhill and lift skiers. It is also an excellent starting point for spring touring.

To those who try comes the thrill of exploring a vast new paradise, of heading the skis into untracked surfaces, feeling the snow spray out behind.

These and the many other joys of high mountain ski touring are to be added to the already great adventure of skiing to be had at Italy's Sestrieres.

Air Tours to Europe

A sixteen-day holiday in Sestrieres in the Italian Alps is offered by KLM, the Royal Dutch Airlines, for \$689.

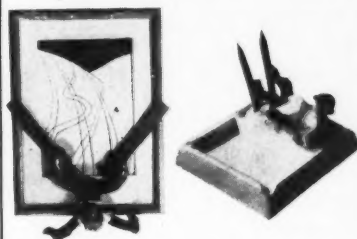
Other packaged tours include the Hannes Schneider ski trip to the Austrian Tyrol, and a month's skiing at Davos and St. Moritz. There are, of course, variations in these tours which make it possible to "take in" Rome or the French Riviera.



Vermont's NEW, complete ski area . . . trails for all skills served by mile-long chair lift with Midway Station . . . NEW open slopes, novice trail, tows . . . NIGHT SKIING . . . season-long ALL-EXPENSE WEEKS . . . Write for full-color folder with maps, housing list: FAYSTON (Box 102, WAITSFIELD), VERMONT

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FOR ALL CONDITIONS
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Lok-Tip SKI



HERE'S the first solid hickory ski you've ever seen with an absolute guarantee that the tip will never flatten out or split. It's Gregg's new laminated Lok-Tip! An ingenious Gregg process results in a hard wood lamination being inserted all the way through the ski tip, then forming the tip and pressure-glue-locking the assembly. As a result each ski tip has the same curvature and the curve cannot flatten out. That's Gregg's Lok-Tip!

NO EXTRA COST!

The new Lok-Tip will be incorporated on all 1949 Gregg solid hickory skis at no advance in price, so this feature gives you a great plus value on Gregg's famous skis. If your dealer cannot supply you, write to Gregg.



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Near Mt. Sunapee Ski Area
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Pkg. \$55
Plan
Monday noon — Friday noon
Includes — Transportation, lift tickets, instruction.
Write for our folder or call Bradford 400.

PEOPLE

Thomas L. Harrington, president of the St. Paul, Minn., Ski Club, suffered a broken rib while rigging a power pole at the Battle Creek ski slide in preparation for the winter program of the club.

John D. Southam, of Calgary, Alberta, and James Morrison, of Banff, have been named as joint chairmen to conduct the North American and Canadian Ski Championships to be held in Banff, Feb. 25 to March 5 inclusive.

Named as sub-chairmen were Bob "Steam" Watt and Casper McCullough.

Francis "Sonny" Drury, former member of the Dartmouth College ski team, has been awarded a Rhodes Scholarship. He hopes to get some Swiss skiing mixed in with his English education.

At a recent press meeting at Stowe, Vt., Lowell "Sonny" Thomas Jr. presented the premiere of the film of the trip he took with his father, the famous radio commentator and skier.

Bob Mason, president of the Far West Ski Instructors' Association, will teach at the Green Valley Lake Bowl in Southern California's San Bernardino Mountains this winter. Bob also has become manager of Pratt's Sporting Goods Store in nearby Running Springs where he, wife Helen, and twins, make their home.

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- Wide, smooth trails
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SKIS



Everyone Skis in

BY WILLIAM S. WASSERMAN

An American would be amazed by the activity in Grenoble at five o'clock on a Sunday morning in the middle of winter. Down the cold, dark, wind-swept streets come the wavering lights of bicyclists, each carrying a mountain sack and skis across his shoulders. As they ride along they shout, "Bonjour," to pedestrian friends, also lugging skis and sacks. They are all hurrying to catch their ski club bus in the Square de la Poste or Place Victor Hugo.

Throughout the countryside bordering on the French Alps, from Geneva to Nice, the same scene is taking place. In Grenoble alone, a town of about 100,000 inhabitants, fifty public or private buses head up to the resort towns every Sunday of the winter season.

The ski clubs in France play a more important role than our clubs do. They provide transportation in a

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SWISS—MINERVA HAND-MADE SKI BOOTS

Switzerland's Finest!

Handsewn Tyrol Welt • Steel Reinforced • Ankle Protectors • Built-in Foam Rubber Anklets • Full Inner Lacing • Elephant Calf • Heavy Dufour Star Soles, cemented and screwed • Steel Toe and Heel Protectors • Waterproof.

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land where cars are a rare luxury, and they form a basic social unit for skiing. You get to know everybody riding around with them in the buses, singing and having fun; you race for your club; you can even take lessons in French Technique from the trained amateur instructor which your club has in its ranks.

In Grenoble alone there are at least twenty of these ski clubs, and their membership comes from every walk of life. The Club Merger, for example, is the ski club for a large industrial plant, whereas the Grenoble University Club draws mostly from students.

Inter-club Races

A large portion of this membership gets a crack at racing in club races. Almost every weekend one club or another sponsors a meet drawing six or seven club teams. These races are not deadly serious — there is usually

a good deal of wine, women, and song, but nevertheless the competitive spirit reigns. The competitors represent a cross section of regional ability with one to three top rank skiers, skiers who would place in the first five in the Easterns for instance, and twenty or thirty skiers of mediocre ability.

Governing Body

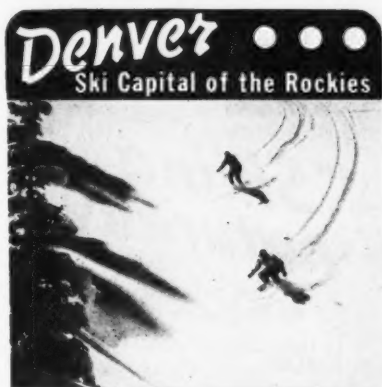
The regional club racing is not the only way into competition. The French Federation of Skiing is extremely active in French skiing, much more active and much more of a governing body than our National Ski Association. Besides training and certifying all instructors, selecting the national team, holding international meets, and other extensive operations,

the FFS runs the national competition. This national competition is hot. Among the first twenty, all the skiers approached the rank of those French skiers who appeared in our races last year. Allard, for example, who won the giant slalom, did not even have a place on the French team.

Student Skiing

On the student level, competitive skiing in France is as different as possible from competitive skiing in the U. S. Most of the better American skiers are from the student ranks, be-

(Continued on Page 30)



Ski on Top o' the World!

Plan your holiday now for the joy of winter sports on the Continental Divide in the high Rockies near Denver.

Bright sunshine, dry snow, thru April... long downhill runs, cross-country trails for expert and novice... modern tows and lifts.

1950 World Championship events of FIS Feb. 13-18, at Aspen, Colo.

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ASSOCIATION**

Box J Log Office
Bay City, Michigan

Grenoble Skiing

(Continued from Page 29)

ing still in college or recently graduated, while in France there are very few student skiers of quality. There are no college teams, no coaches, no afternoons on the slopes.

Nevertheless the students have races. At last year's championships, over a hundred students took part, the majority of whom were university students, the rest pre-university. In downhill and slalom only two or three were top calibre — Jean Claude Galtier of Grenoble and Claude Mantout of Paris would probably have no difficulty in making any college team in this country. But after these few, the quality falls off sharply, and the fourth or fifth man would have great difficulty in making any of the good teams. In cross country and jumping the French share our troubles — the traveling Norwegians usually manage to make off with the silver plate.

Ten Get Training

When we talk about the training French skiers get from the state, we too often forget that only ten to twenty French lads get this training. It does well to compare these ten or twenty fortunates with the large number of college students in this country who also ski under very favorable conditions. Where a handful of the best young French skiers get free training, hundreds of American college students are offered these advantages.

Although there are many differences between French and American skiing, there are two important similarities. The people that ski are first class company, and the skiing is first class fun.

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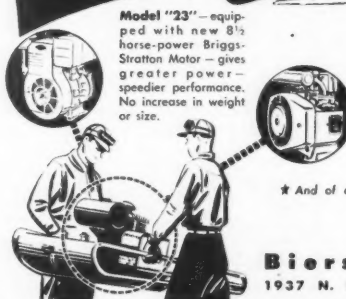
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Model "23"—equipped with new 8½ horse-power Briggs-Stratton Motor—gives greater power—speedier performance. No increase in weight or size.

**SUPER POWER
MODEL "CK"**—extra-high power 10½ h.p. ONAN engine with special carburation for extra-high altitudes optional. No increase in size or weight.

Here are 2 new Norro Porta-Tows. New higher powered motors combined with the outstanding features of Norro's SNOWFLOAT metal toboggan, RUNRITE rope guide and COLUMBIAN Ski-tow Rope, give outstanding portable ski-tow operation at any altitude, on any terrain. Simple, easy to use—lightweight—and featuring convenient dolly-type trailer. Best of all you get new higher power with no increase in weight or size of unit.

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EQUIPMENT

New Skis On Market

A new ski designed by Fred Iselin, co-director of the ski school at Aspen, Colorado, is being produced by the firm of Attenhofer in Switzerland and being sold in this country. Iselin spent several weeks in Europe this summer developing the ski with Attenhofer craftsmen and it incorporates



Iselin Attenhofers

the use of Swedish steel interlocking edges and protectors which guard the tips and tails of the skis against wear. They are laminated and available in flexible and medium flexible models at \$48 per pair at the Magnifico Sport Shop in Aspen. Magnifico, incidentally, has opened a new shop opposite the Hotel Jerome in Aspen.

Tennis To Skis


The Bancroft Racket Company, of Pawtucket, Rhode Island, longtime manufacturer of tennis equipment, is now manufacturing a complete line of all-hickory skis priced from \$16.50 to \$39.95. The latter model has a plastic bottom made by the Westinghouse Electric Corporation and known as "Micarta." According to Westinghouse, this thermosetting plastic is extremely fast on snow, having an extremely low coefficient of friction and is as strong as structural steel for equal weights of cross-section, yet is lighter than aluminum for equal strength.



The newest in after-ski boots!—colorful, comfortable Eskimo-made mukluks—reindeer or calfskin uppers with calfskin mosaic trim and durable waterproof seal hide soles—also good for outdoors—every design different!—the ideal gift for skiers—\$27.50 postpaid on receipt of check or M. O.—please send foot outline if possible. Sold exclusively in the United States by

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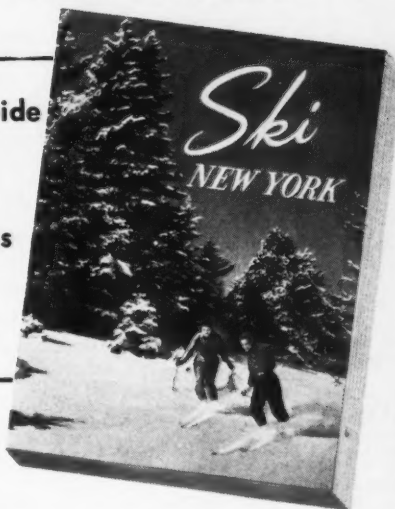
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30 miles from Los Angeles, cottages, restaurant.

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Rooms and apts. \$5.00 night couple. Bunkroom \$1.25 night. All with showers and steam heat.

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World-famous ski center. 8 chair lifts. Ski School under direction of Otto Lang, assisted by John Litchfield, head instructor. 2 swimming pools, movies, dancing and accommodations in Skiers' Chalet, Cottages, Challenger Inn and The Lodge. Write for information. W. P. Rogers, General Manager.

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Sheraton Hotel—Pittsfield, Mass. Close to Bousquet's and Jimmy Peak. 35 Power Towns, 2 Alpine Lifts, 2 Ski Jumps. Attractive and comfortable rooms. Rates from \$3.00 per day. European Plan. Dining Room, Cocktail Lounge, Saturday Night Dance. Fireproof. John Donegan, Manager.

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Chair lift, 5 towns, ski school, bar. A. P. \$6. up.

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Accommodates 32 — near Mt. Sunapee — folder.

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NORWICH INN

Good ski living. Dartmouth 1 mi. Norwich, Vt. Tel. 43.

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A charming small inn situated on routes 302 & 16. \$8 and \$9 a day including two unusually good meals. Reservations advised. John and Eleanor Beebe. Tel. North Conway 166.

JACKSON

OAK LEE SKI LODGE & BARRACKS

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Special group rates. Accommodations for 50. Folder.

WHITNEY'S IN JACKSON, N. H.

A comfortable Eastern Slope Region inn at the foot of the Black Mountain T-Bar Lift. \$5.50 to \$9 with meals. Write H. S. Whitney, Box 14, Jackson, N. H.

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15 min. from Cannon Mt. \$2.00 up E. P. Home cook'g.

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Close to Mt. Sunapee. A. P. \$6.00. Folder.

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50 guests, \$5.50 up, 10 minutes to The Skimobile.

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Eastern Slope Inn, Chalet and Cottages. \$9 up A. P. including free use of Skimobile.

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Skiing, good food, and hot buttered U know what.

PLYMOUTH

PEMIGEWASSET HOUSE

Comfortable rooms — dining room — cocktail lounge.

TRAVELERS INN

Pleasant heated rooms, famous food, liquor license.

WESTERN SLOPES LODGE

European plan. Ski lift \$1.50, rooms \$2.50 up. Meals.

SUNAPEE

DEXTER'S

A distinguished ski lodge. Overlooks Lake and Mt. Sunapee Ski Area. Own rope tow, skating rink. \$7 day, \$45 weekly up including delicious food. Sunapee 10, N. H. Telephone 330.

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The Bishop's Lodge is Santa Fe headquarters for skiers. Heated pool, movies, dancing. Write Earl Vance, Mgr. SKI SANTA FE BASIN!

NEW YORK

LAKE PLACID

ALPINE LODGE

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NORTH RIVER LODGE

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VIKINGATE LODGE

One mile to Alpine lift.

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BUCK HILL FALLS, POCONO MOUNTAINS

THE INN

Skiing, tobogganing, skating, sleigh-bus parties, two electrically operated tows and 10 miles of well marked trails for Novice and Intermediate. Enjoy the comforts of the 300 Room fireproof Inn, with its huge cheery fireplaces and meals to match mountain appetites. Winter Sports facilities reserved for Hotel guests. Only 3 hours from N. Y. and Phila.

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Ski atop the Poconos only 90 miles from NY or Phila. Ski Trails and Run, Ski Tow, Toboggan, Sleighting, Skating. Big Pocono expert Ski Run minutes away. Winter sports equipment rental. Attractive winter tariffs. Contact direct or our NY or Phila. office.

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BRATTLEBORO CHAMBER OF COMMERCE

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CHESTER INN

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DORSET INN

Ski Room and Game Room. Near Ski Schools. Accessible to Snow Valley and Big Bromley. Ideal for groups. Steam heat. \$6 up, 2 meals included. R.R. Manchester. F. O. Whittemore, Owner-Manager.

MAD RIVER GLEN

MAD RIVER ASSOCIATION

Chair lift, 3 tows, ski school, night skiing, skating. ALL-EXPENSE WEEKS: lodging, meals, full use of lifts, school — Jan. 3-29; Mar. 13-May 14, 6 days \$48; 7 days \$55.00; Jan. 29-Mar. 10, 5 days (Sunday dinner through Friday breakfast) \$42.50. For accom. other info.: Mad River Assn. Box 51, Waitsfield, Vt.

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Good food, beds, company, skiing. Rates \$7 up 2 meals.

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MONTPELIER TAVERN

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Good ski living. Dartmouth 1 mi. Tow-slopes. Tel. 43.

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Complete Winter Sports program. 2 towns run daily.

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SKI CALENDAR

- **JANUARY 28 and 29.** Sun Valley Class B and C Competition in Downhill, Slalom and Combined Events.
- **FEBRUARY 22.** Sun Valley Ski Club Meet.
- **MARCH 4 and 5.** Tenth Annual Downhill and Slalom Open Competition for the Harriman Cup.
- **MARCH 25 and 26.** National Championships in Downhill, Slalom and Combined Events.
- **APRIL 1 and 2.** Seventh Annual Western States American Legion Junior Championships.

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